

1-1-04 to 3-31-04

STATEWIDE

COMMERCIAL

2nd QUARTER REPORT FFY04



Nevada Highway Patrol

Colonel David Hosmer

Overview

The report documents highlights for the 2nd Federal Fiscal Quarter beginning 1/01/04 and ending 3/31/04. The goal is to provide a comprehensive report of all commercial MCSAP and Statewide enforcement activity.

Content:

Crash Analysis

MCSAP Activity

Staffing

State Enforcement Activity

Ratios

Upcoming Events

CRASH ANALYSIS AND OVERVIEW Federal Fiscal Year

	Federal Fiscal 2nd Quarter 2004	Federal Fiscal 2nd Quarter 2003	% Change	FFY 04 Year to date total	FFY 03 Year to date total
Statewide Crashes					
Total Crashes	4448	3732	19.19%	9076	8054
Property Crashes [including commercial]	3164	2664	18.77%	6388	5668
Injury Crashes [including commercial]	1241	1035	19.90%	2598	2302
Fatal Crashes [including commercial]	43	33	30.30%	90	84
Commercial Crashes					
Total number of crashes	276	245	12.65%	546	468
Total number of crashes SC	176	179	-1.70%	375	364
Total number of crashes NC	37	18	105.60%	58	32
Total number of crashes CC	63	48	31.30%	113	72
Total number of property crashes	212	188	12.76%	410	345
Total number of property crashes SC	133	138	-3.60%	285	265
Total number of property crashes NC	29	14	107.10%	43	25
Total number of property crashes CC	50	36	38.90%	82	55
Total number of injury crashes	61	51	19.60%	130	114
Total number of injury crashes SC	40	37	8.10%	86	93
Total number of injury crashes NC	8	4	100.00%	15	7
Total number of injury crashes CC	13	10	30.00%	29	14
Total number of fatal crashes	3	6	50.00%	6	9
Total number of fatal crashes SC	3	4	-25.00%	4	6
Total number of fatal crashes NC	0	0	0.00%	0	0
Total number of fatal crashes CC	0	2	-200.00%	2	3

(Comparison federal fiscal 2nd quarter 2004 to 2nd quarter 2003 and year to date federal fiscal year comparison)

Percentage of commercial crashes to all crashes 6%

Percentage of commercial crashes by Region: SC – 64%, NC – 13%, CC – 23%

Percentage of commercial fatalities by Region: SC – 100%, NC – 0%, CC – 0%

	FFY04 2nd Quarter	FFY03 2nd Quarter	% Change	FFY04 Year to Date	FFY04 MCSAP Commere cial Goals	% of Goal Achievement
Total Inspections (1,2, & 3) Statewide	5355	4732	13.17%	9927	20000	49.64%
Total Inspections SC	1512	2005	-24.59%	2981	7600	39.22%
Total Inspections NC	1920	1345	42.75%	3252	6600	49.27%
Total Inspections CC	1923	1382	39.15%	3694	5800	63.69%
Total Level 1 Inspections (Statewide)	1181	1479	-20.15%	2473	5000	49.46%
Total Level 1 Inspections SC	447	648	31.01%	896	1900	47.16%
Total Level 1 Inspections NC	345	301	14.62%	793	1650	48.06%
Total Level 1 Inspections CC	389	530	-26.60%	784	1450	54.07%
Total Level 2 & 3 Inspections (Statewide)	4174	3253	28.31%	7454	15000	49.69%
Total Level 2 & 3 Inspections SC	1065	1357	-21.52%	2085	5700	36.58%
Total Level 2 & 3 Inspections NC	1575	1044	50.86%	2459	4950	49.68%
Total Level 2 & 3 Inspections CC	1534	852	80.05%	2910	4350	66.90%
Total Safety Citations (Statewide)	1780	2071	-14.05%	3707	N/A	
Total Safety Repair (Statewide)	11617	11523	0.82%	21642	N/A	
Total Vehicle Out of Service (Statewide)	776	641	21.06%	1390	N/A	
Total Driver Out of Service (Statewide)	317	223	42.15%	630	N/A	
Total Check Sites (Statewide)	113	74	52.70%	175	260	67.31%
Total Check Sites SC	33	24	37.50%	50	100	50.00%
Total Check Sites NC	30	13	130.77%	47	88	53.41%
Total Check Sites CC	50	37	35.14%	78	72	108.33%
Total Compliance Reviews (Statewide)	7	18	-61.11%	10	18	55.56%
Total Compliance Reviews SC	1	5	-80.00%	2	6	33.33%
Total Compliance Reviews NC	6	10	-40.00%	7	6	116.67%
Total Compliance Reviews CC	0	3	-100.00%	1	6	16.67%
Total CVSPP Contacts (Statewide)	65	169	-61.54%	105	N/A	
Total CVSPP Contacts SC	51	144	-64.58%	79	N/A	
Total CVSPP Contacts NC	13	22	-40.91%	25	N/A	
Total CVSPP Contacts CC	1	3	-66.67%	1	N/A	

MCSAP GOAL ACTIVITY

STATEWIDE PROGRAMS

CVSPP PROGRAM

Presented by Sergeant Ed Harney, Statewide CVSPP

The regions reported that they held 23 meeting with various local judges and courts.

- Elko; Trooper Earl Coy of the Elko region stepped down as their outreach officer several months ago. He was replaced by Trooper Raftery. During this quarter he has met with only a handful of the courts and was unable to attend the meeting which was held in Las Vegas.
- Las Vegas; one visit to each of the following courts, Boulder City Justice and Pahrump Justice. Two visits to each of the following courts, Henderson Justice, Las Vegas Justice, North Las Vegas Justice. Three visits to Goodsprings Justice.
- Reno; One visit to each of the following courts; Dayton Justice. Two visits to Reno Justice and three visits to Sparks Justice, Verdi Justice and Wadsworth Justice.

These meetings continue to be very productive with each court requesting various types of information regarding our commercial enforcement program. Some of the topics reviewed during this quarter with the courts were; TI new bail schedule, problems with dyed fuel citations, trip permits and how they are enforced, current problem with CDL's and DUI's including the commercial .04, unified bail schedule, enforcement of cargo tank rules and regulations and our weight enforcement program. Again, the courts were concerned with moving vs. no moving citations. Some of the new topics were Nevada's DOT numbers and if this would happen.

Trooper Ken Roll held several meeting with various courts in an effort to assist them in their final development of a new bail schedule. The CVSPP program continues to be a success and we keep the lines of communications open between the courts and enforcement. Elko has name a new CVSPP trooper, Trooper Raftery. He will need to be trained and this training will begin as soon as possible.

NATIONAL CORE PROGRAMS

PUBLIC AWARENESS:

Over the 2nd Quarter Ogilvy Public Relations worked the NASCAR Event as part of the Nevada Highway Patrol's continuing effort for No-Zone Awareness. The Team Yellow driver David Stremme left with short notice to drive for another team. Team Yellow hired a new driver, Johnny Benson and they plan to talk to him about the No-Zone campaign, however this has delayed the production of a new PSA until summer.

NASCAR Recap

Presented by Account Supervisor Victoria Lelash, Ogilvy Public Relations

Space

We had a great location at the far end of the Midway alongside merchandise and corporate vendors. We were located next to the Speed Channel stage where they broadcast two live shows and held a concert all drawing significant crowds. The truck had great position with the sun hitting it most of the day making it a giant billboard amidst all of the other vendors. It is also worth noting that the No Zone campaign was the only public service campaign present that weekend. Our booth space was valued at \$30,000, however through leveraging Ogilvy client and campaign partner Yellow Transportation, we were able to secure it for \$5,000.

Promo Items

People really like both items, especially the air freshener. Given Ray's experience, we were skeptical at first, but found that people were excited to get them. Also, we did not find any on the ground or in the trash can – a very good sign. We made meaningful outreach, our goal by putting items directly in people's hands as opposed to having them take them off the table. By Sunday, we were actually out in the main walkway handing them out and talking to the crowd. We distributed approximately 4,000 air fresheners and several hundred temporary tattoos.

Exposure

Event attendance was estimated at 200,000 over the three days. I'd love to say that we hit everyone, but in truth only a percentage of those folks come through the midway. The best that I could estimate would be 30,000 – 40,000 people that walked by our booth, read our message and/or received a promotional item.

Staffing

Ogilvy provided five staff members. Ogilvy employees donated more the \$3,000 in non-billed time. Trooper Jeff Snow also attended the event on Sat. morning from 8-11.

Recommendations

The NASCAR crowd is pretty well informed about driving near trucks either because they drive large vehicles for a living, for recreation or they have a familiar member that does one or the other. Many knew the No-Zones or they remembered hearing about it once we explained them. Everyone was supportive of the message and a number of people thanked us for getting the word out. A couple of truck drivers

inquired about getting decals put on their trailers. In general, the crowd was very receptive to our message and materials.

Despite the positive reception, I would not recommend attending this event again next year for a few reasons:

- 1) The awareness is high with this audience. Of course, we didn't know that going in this year so it served as a good learning experience, but make the argument to spend the \$ on other outreach tactics.
- 2) Staffing is challenging. This type of event requires energetic and outgoing people who are willing to engage the audience for 6-8 hours a day. It's rare to find volunteers willing to do this and even offering to pay doesn't ensure that people will be as committed as those who have a stake in the campaign. However, it is not cost efficient to have PR staff cover the event. We were willing to donate the time because it was a learning experience for us and, with the \$ investment, we wanted to make sure it was done right, but we won't be in a position to do that again with next year's budget.
- 3) The race draws a national audience. We found that Friday and Saturday's crowd were primarily out-of-state folks who used the race as a vacation and had the time to come all three days. The local crowd really only came out for the big race on Sunday.

Again, I think this weekend was successful on many fronts and was a terrific learning experience, plus it was an important component to our growing partnership with Yellow. A smaller success, but worth noting, is that both NHP and DATS seemed very proud and excited to a part of the event. They both recognized the rarity of a public service campaign being involved with NASCAR, and in fact, the crowd did too. If DPS did want to pursue this opportunity again next year, the Dept. would be better served with a larger space that include several Divisions and safety messages. The opportunity would still exist to leverage Ogilvy clients to make that happen if you were interested.

DATA COLLECTION AND REPORTING

Based on the Motor Carrier Management Information System (MCMIS) Timeliness Report

Timeliness Uploads	10/01/03-3/31/04 Nevada	FFY 2003 Nevada	10/01/03-3/31/04 Nationally	FFY 2003 Nationally
Inspection Reports	19	21	15	29
Crash Entry	31	44	58	114

Nevada is 4 days behind the National Average for Inspection Reports, much of this is due to field operations not uploading on a daily basis. However, Nevada is 27 days ahead of the National Average when it comes to Crash Data Entry. Much of the credit is due to the cooperative arrangement between NHP and the Office of Traffic Safety.

The Nevada Highway Patrol successfully upgraded to Aspen 2.4.1 and SAFETYNET 2.3.2, in the process our existing operating system was unable to perform up FMCSA Spec. Therefore, NHP has replaced the out dated lap tops to new ones operating under Windows XP Pro.

NHP is still beta testing the AT&T and Verision Wireless cards in the field. AT&T has indicated they plan to o the 1-80 corridor before the end of April and NHP will conduct further testing before making a decision for CDPD replacement. In addition we are conducting a 90 day test of a cell/satellite product from Wireless Mat. This new technology is rather expensive, but worth researching. NHP has conducted an equipment inventory Southern Command and Northern Command, Central Command to follow next week.

New programs:

New Entrant

The Nevada Highway Patrol is taking steps to move the vacant CVSI position to Headquarters so that position can provide New Entrant visits as assigned by FMCSA, as well as Compliance Reviews and NTC training. After interviews we have offered the position to Thomas Redican. He will report to Headquarters the end of April and work out of the same office with our Network Technician, Scott Orivis. Unfortunately, the Nevada Highway Patrol will be unable to get rid of their storage unit.

Central Command Traffic Troops to perform Level 3 Inspections

Central Command has identified that half of their commercial related accidents are the fault of the commercial driver. This factor as well as the large percentage of rural traffic is commercial has lead them to decide to train and require their traffic troopers to perform Level 3 Inspections. Central Command has sent one of the Troopers through Train the Trainer class and has arranged for another NTC instructor to help him in June / 04.

Nevada Motor Transport Association (NMTA) No-Zone Truck

The Nevada Highway Patrol has entered into a new Contract with NMTA to provide No-Zone presentations Statewide. NHP will provide funding through MCSAP to update their donated No-Zone truck in exchange for up to 5 NHP directed presentations to high schools, fairs, or conventions per month for the next 3 years.

Nevada Citation / Accident Reporting System (NCATS)

The Nevada Highway Patrol is rolling out their NCATS systems with other major law enforcement agencies. Next quarter we will purchase IPAQ for the commercial troops. This has been a long ambitious project that will help all agencies target their traffic control and crash reduction efforts. Trooper Dean Reynolds has assigned the software vendor Crossroads to design a specific commercial crash data collection.

Budget Narrative

Congress has not passed the re-authorization of the Transportation Act, SAFETEA. They have extended the authorization of the existing Transportation Act, TEA-21 to 6/30/04. For the interim, FMCSA has granted NHP \$359,222 or 1st quarter funding at the existing FFY 03 Authorization level. NHP has closed the FFY 03 grant that has a remaining balance of \$405,515. NHP is in the process of increasing the 04 Grant by the \$405,515 roll over amount. We anticipate completing this next week. If FMCSA does not provide additional quarter funding, projects will be put on hold to assure funding for salaries and operations.

MCSAP Budget

Prepared By Michel Le Hamilton

Budget Status from January 01, 2004 through February 29, 2004:

2004 MCSAP (BASIC GRANT) RECAP

LINE ITEM	Claim #1	Sub-Total	GRANT \$1,102,517.00	Remaining Balance	
	01/01-02/28/04				
					Percentage Remaining
*1 In-Kind Match (4713 salaries)	\$41,448.81	\$41,448.81	\$275,629.00	\$234,180.19	84.96%
Project Personnel	\$36,995.15	\$36,995.15	\$388,389.00	\$351,393.85	90.47%
6000-7000 Training & Travel	\$16,394.58	\$16,394.58	\$119,858.00	\$103,463.42	86.32%
7020-7039 Operating	\$871.57	\$871.57	\$20,080.00	\$19,208.43	95.66%
7040-7049 Printing & Copying	\$0.00	\$0.00	\$2,000.00	\$2,000.00	100.00%
7050-7059 Insurance	\$0.00	\$0.00	\$1,200.00	\$1,200.00	100.00%
7060-7089 Contract Services	\$11,862.18	\$11,862.18	\$171,980.00	\$160,117.82	93.10%
7090-7099 Equipment Repair	\$0.00	\$0.00	\$500.00	\$500.00	100.00%
7100-7129 Rents/Advertising	\$1,068.87	\$1,068.87	\$23,620.00	\$22,551.13	95.47%
7130-7159 Vehicle Operation	\$0.00	\$0.00	\$24,000.00	\$24,000.00	100.00%
7210-7229 PSNET support	\$179.82	\$179.82	\$18,637.00	\$18,457.18	99.04%
7230-7279 Minor Building Imp.	\$0.00	\$0.00	\$500.00	\$500.00	100.00%
7280-7289 Postage	\$3,747.38	\$3,747.38	\$7,200.00	\$3,452.62	47.95%
7290-7299 Communications	\$5,050.00	\$5,050.00	\$45,000.00	\$39,950.00	88.78%
7300-7379 Registration & manuals	\$1,350.00	\$1,350.00	\$20,000.00	\$18,650.00	93.25%
7380-7429 Purchasing Contract	\$0.00	\$0.00	\$3,846.00	\$3,846.00	100.00%
7430-7459 Profession Services	\$0.00	\$0.00	\$0.00	\$0.00	0.00%
9158 72 Hour Road Check	\$0.00	\$0.00	\$32,000.00	\$32,000.00	100.00%
9158 Strike Force	\$0.00	\$0.00	\$45,000.00	\$45,000.00	100.00%
9159 Cost Allocation	\$0.00	\$0.00	\$57,007.00	\$57,007.00	100.00%
Project Equipment					
7451-8400 Equipment	\$88,275.70	\$88,275.70	\$121,700.00	\$33,424.30	27.46%
Maintenance of Effort	\$22,072.50	\$22,072.50	\$264,870.00	\$242,797.50	91.67%
Total Actual Costs	\$229,316.56	\$229,316.56	\$1,643,016	Total Actual Cost	
*3 Participating Costs:	\$207,244.06	\$207,244.06	\$1,102,517	Fed Share	
*4 Federal Share - 80%	\$165,795.25	\$165,795.25	\$275,629	State Share	% Remaining
*5 TOTAL ACTUAL COST	\$229,316.56	\$229,316.56	\$936,722	Remaining Balance	84.96%

STATEWIDE

MCSAP COMMAND / SAFESTAT SUMMARIES

***The following data is based on Regional Quarterly & Monthly SafeStat Reports as they apply to MCSAP Activity**

Southern Command Summaries:

Even with the high vacancy rate, increased time spent performing field training, and the first phase implementation of the IPAQ's and the Nevada Citation and Accident Tracking System (NCATS), the command continued to see some important improvements in activity. In the third quarter of FY04, this command increased DUI arrests prior to crash by 9.6% and occupant restraint enforcement by 13.6% as compared to FY03. Southern Command Commercial Operations showed substantial increases in two areas, when compared to FY03; there was an increase of 14% in total vehicles placed out of service; and a 47.8% increase in overweight citations.

Commercial Crash Analysis:

The Southern Command investigated 176 commercial vehicle crashes this quarter. This is less than 6% of the total crashes investigated by the command. The overall commercial vehicle crash numbers declined during this rating period, only injury crashes reported an increase, which was less than 8%. In crashes where the commercial vehicle was at fault, commercial vehicle operator error continues to be the predominant cause, with mechanical breakdown accounting for less than 8% of them. The Commercial Operations section has emphasized increased enforcement efforts towards hazardous moving violations that occur in and around commercial vehicles. This has resulted in marginal increases in enforcement and a minimal reduction of related crashes.

Commercial Operations:

Total safety inspections for the third quarter showed a 24% decrease compared to the same period last year. Total safety violations for the third quarter showed a decrease of 43%. Vehicles placed out of service showed a 14% increase. In our effort to reduce the severity of crashes, an emphasis was placed on hazardous moving citations, and this quarter showed an increase of 16.9% from the prior quarter, but still showed a 12.6% decrease from the third quarter of 2003. Total school buses inspected showed an increase of 89.7% over the same period last year, and 110% over last quarter. The CVSI's were requested to complete their assignments with school buses, and tow trucks early, so they could work check sites in May and June to assist the region in attaining our CVSP goals.

Commercial Operations:

The number of authorized positions in Commercial Operations is now 26, a reduction of four from the 30 authorized positions for the same period last year. In January of FY04, 7 troopers were transferred from traffic to commercial position control numbers (PCN's); the personnel with the commercial PCN's are temporarily assigned to traffic operations. Two commercial troopers are assigned to rural posts, one in Glendale, and one in Laughlin districts. The promotion of 1 sergeant to lieutenant placed a trooper in an acting sergeant position. One trooper position is assigned to background investigations unit. One trooper has been on sick leave throughout this quarter. Although fully staffed, Southern Command Commercial Operations is currently operating with only 51.3 percent of authorized personnel.

Ratios for Commercial Enforcement Narrative:

The third quarter of FY04 showed decreases in commercial activity. These decreases are attributed to shortages in manpower, increased training, and special assignments. Vehicles placed out of service and drivers placed out of service showed an increase when compared to the last quarter.

Commercial crashes decreased 1.7%, for this quarter, and have shown a 12% decrease from the prior quarter.

Northern Command Summaries:

Commercial Enforcement:

During this quarter, the Commercial Enforcement Section issued 49 hazardous moving violations an increase of 25.6% and 96 non-moving violations a decrease of 20%, performed 1348 Inspections which is one more than last quarter.

The overall available manpower varied during this quarter from its lowest point of 68.4% of allocated personnel. It is noted that during the same period in the previous year the overall manpower was at a level of 94.7%. The number of drivers placed out of service decreased by less than 2%, while the number of vehicles placed out of service decreased by 58.7%. There continues to be no pattern in the number of vehicles or drivers placed out of service.

Although most of the activity appears to be down, as stated previously, it was expected with the reduction in the available total work hours of 34.0%. Total inspection activity remained nearly the same. The Troopers set out to work aggressively in order to do more with less time.

Commercial Enforcement

Currently the Commercial Enforcement Section is operating at 68.4% of the authorized positions due to the following assignments:

- 1 - Sergeant is assigned to Acting Lt. position
- 1 - Trooper assigned to the MCI Team
- 1 - Trooper assigned to light duty
- 1 - Trooper is assigned re-orientation program
- 1 - Trooper - Vacancy

Man Hours Lost

- Annual leave use decreased by 13.5% from the last rating quarter
- Sick leave use decreased by 20.1% from the last rating quarter
- Holiday off increased by 225.4% from the last rating quarter
- Overtime decreased by 2.7% from the last rating quarter

There was a decrease in sick leave over this last rating quarter by 20.1%. A total of 459 hours were used for this rating quarter, and 574.5 hours in sick leave were used in the last rating quarter. There was even a decrease by 5.8% from last years same reporting quarter where commercial enforcement had 487.3 hours of sick leave used. During the first federal fiscal quarter, there was a decrease in paid overtime and an increase in compensatory overtime used from last rating quarter by 6.3% and 12.0% respectively.

Total hours worked showed an increase by 11.4% from the last rating quarter.

Central Command Summaries:

Quarterly Summaries

Commercial Enforcement activity increased in all categories when compared to the second quarter of FY04 with the exception of one - hazardous moving violations. The most notable increase made by Commercial Enforcement was in the overweight citation category, 200%.

Commercial vehicle involved crashes for the 3rd quarter increased by 13 crashes or 26% when compared to the 2nd quarter. They are also up from the same period last year by 15 crashes. For the 3rd quarter, commercial vehicle involved crashes comprise 19.8% of the Command's total crashes. Of the 63 crashes, 36 were the fault of the commercial vehicle driver. Greater emphasis on the driver will be addressed.

Commercial personnel performed 14 additional inspections this quarter as compared to the last quarter. This is due to the lost work hours in December which resulted in 460 inspections being performed during the month. This in turn resulted in an increase of violations discovered. However, fewer drivers were placed out of service, but more vehicles were placed out of service. The number of trucks weighed and dyed fuel inspections increased per position.

MOBILE COMMAND CENTER USE (MCC):

Southern Command – January – 0 use of MCC
 February – used the MCC 4 times
 March – used the MCC 5 times

Central Command – January – March 15, 2004 did not use, was not winterized. Was moved to Reno March 15, 2004.

Northern Command did not report their MCC use

STAFFING (STATEWIDE)

The staffing numbers below are based on December/03 Regional SafeStat Reports

STAFFING	Authorized positions		Current positions staffed		Vacancy Rate	
	2 nd Quarter FFY04	2 nd Quarter FFY03	Administrative Assignment	Field Operations	Positions Vacant	Vacancy Rate
Commercial [Tpr. & Sgt.]	61	65	14.3	41	4.7	7%
Southern Command	26	30	13.3	12.7	0	0
Northern Command	19	19	1	16	1	5%
Central Command	16	16	0	12.3	3.7	23%
Commercial CVSI	10	10	2	7	1	10%
Southern Command	5	5	2	2	1	20%
Northern Command	3	3	0	3	0	0
Central Command	2	2	0	2	0	0
OVERTIME	Hours used				Total Hours Available	% Used
Strike Force Hours	92				1015	9%
**72 hour road check	779				779	100%

**It should be noted the budget for the four 72 hour road checks was based on overtime from previous 72 hours road checks. The first 72 hour road check exhausted all of the overtime hours.

Breakdown of Commercial Personnel, all personnel unless otherwise noted are paid using state funds.

	NAME	POSITION
HEADQUARTERS:		
	Bainter, William	Lieutenant
	Hamilton, Michelle	Analyst (MCSAP)
	Orvis, Scott	Network (MCSAP)
	Shaw, Terry	PAII (MCSAP)
	Gould, Linda	PAII (MCSAP)
	Vacant	CVSI (MCSAP)
NORTHERN COMMAND:		
	Johnson, Carl	Lieutenant
	Griswold, Steven	Sergeant
	Harney, Ed	Sergeant
	Sherven, John	Trooper
	Harmon, Brent	Trooper
	Bowers, Jeff	Trooper
	Brown, Wes	Trooper
	Lindley, Troy	Trooper
	Lund, Wayne	Trooper
	Gamburg, Michael	Trooper
	Sherven, Janay (extended sick)	Trooper
	Brooks, Tom	Trooper
	McGrath, Lori (part time)	Trooper
	Roberson, Opi	Trooper
	Hunter, Graham	Trooper
	Smith, Brad	Trooper
	Stone, Carl	Trooper
	Gyll, Michael	Trooper
	Lommel, John	CVSI
	Lewis, Leiland	CVSI
	Redican, Thomas	CVSI

CENTRAL COMMAND:

Johnson, Gary	Lieutenant
Masterson, Wes	Sergeant
Baughman, Roy Jr.	Sergeant
McAllister, Mark	Trooper
Raftery, Bill	Trooper
Coy, Earl	Trooper
Jackson, Randall	Trooper
Timm, Michael	Trooper
Edwards, George	Trooper
Rowley, Randy (retired 2/04)	Trooper
Ray, Robert	Trooper
Privett, Leon	Trooper
Salopek, Jenny	Trooper
Whitfield, John	Trooper
Jameson, Mike	CVSI
Mawson, Dan	CVSI

SOUTHERN COMMAND:

Weatherford, Harvey	Lieutenant
Smith, Joe	Sergeant
Wick, Wayne	Sergeant
Roll, Kenneth	Acting Sergeant
Brannum, James	Trooper
McKenna, Michael	Trooper
Mercer, James (ext. injury)	Trooper
Snow, Jeff	Trooper
Beringer, Scott	Trooper
Villas, Felix	Trooper
Bell, Santo	Trooper
Bennett, Dan	Trooper
Timms, Reggie	Trooper
Ferrara, Ronald	Trooper
Fazio, Donald	Trooper
Dinglasan, Vince	Trooper
Estin, Ronnie	CVSI
Foster, Gary	CVSI
Everhart, Williams	CVSI
Heimback, Frank	CVSI (MCSAP)
Mendoza, Rosalia	PAII (MCSAP)

STATE ENFORCEMENT ACTIVITY

[Analysis and review of current reporting period, versus same period in the previous federal fiscal year, versus commercial goals if applicable, data collected from Goal Achievement and Regional SafeStat Reports]

	FFY04 2nd Quarter 2004		FFY03 2nd Quarter 2003	Year To Date		FFY04 Commercial Goals	% Goal Achievement
Hazardous Moving Violations (Statewide)	263		215	474		N/A	
Other Traffic Violations (Statewide)	569		910	1093		N/A	
School Buses (Statewide)	1534		901	2400		N/A	
School Buses SC	1101		586	1624		N/A	
School Buses NC	339		314	571		N/A	
School Buses CC	94		1	205		N/A	
School Buses Out of Service (Statewide)	268		172	407		N/A	
Trucks Weighed (Statewide)	1534		2300	2410		6301	38.25%
Trucks Weighed SC	570		653	766		2395	31.98%
Trucks Weighed NC	447		794	632		2079	30.40%
Trucks Weighed CC	517		853	1012		1827	55.39%
Time Weighing Trucks Secondary (Statewide)	2314		2722	4396		8000	54.95%
Time Weighing Trucks Secondary SC	953		1253	2038		3040	67.04%
Time Weighing Trucks Secondary NC	578		611	1195		2640	45.27%
Time Weighing Trucks Secondary CC	783		858	1163		2320	50.13%
Overweight Citations (Statewide)	242		208	417		N/A	
Dyed Fuel Inspections (Statewide)	4918		3119	9159		N/A	
Dyed Fuel Inspections SC	1525		2005	3026		N/A	
Dyed Fuel Inspections NC	1530		1445	2577		N/A	
Dyed Fuel Inspections CC	1863		1114	3556		N/A	
Dyed Fuel Citations (Statewide)	7		7	19		N/A	
Dyed Fuel Citations SC	1		3	2		N/A	
Dyed Fuel Citations NC	5		1	16		N/A	
Dyed Fuel Citation CC	1		4	1		N/A	
Tow Companies (Statewide)	54		37	104		62	167.74%
Tow Companies SC	6		6	14		24	58.33%
Tow Companies NC	23		17	47		23	204.35%
Tow Companies CC	25		14	43		15	286.67%

STATEWIDE

STATE SAFESTAT SUMMARIES BY REGION

The following data is based on regional SafeStat reports as it applies to commercial statewide goals & activities.

Southern Command Summaries:

The state mandates that all school buses are inspected by the Highway Patrol twice a year. These inspections are usually completed by the end of June, and December. The CVSI's will complete this cycle of inspections early to assist the Southern Command in accomplishing the CVSP goals. The completion of these accelerated inspection process reflected an 87.9% increase in the number of inspections, and 94% increase in the number of buses placed out of service. Twenty one percent of all buses inspected had mechanical defects that made them unsafe for use until repairs were made.

Northern Command Summaries:

The total number of school busses inspected decreased by 53.1%, however the number of buses placed out of service did increased by 28.1%. With all of this, the CVSI's (Commercial Vehicle Safety Inspector) of the Northern Command also were able to assist at the 72-hour check site in Las Vegas. There was also one CVSI working on a project involving the re-inspection of several school busses, due to a manufacturers safety recall, throughout the region as well as assisting the other regions on the same project.

The total number of trucks weighed, while operating on Nevada roadways decreased by 51.4%. However, even with the dramatic decreased in total truck weighed, troopers were able to find 80 violations of Nevada's weight laws. The L-decks truck scales have been out of operation since the beginning of this new quarter and to date have still not been repaired by the Department of Transportation and returned to the field. As upcoming winter months will prohibit the ability to weigh trucks, and as not all commercial officers have portable scales, commercial enforcement will need to track the weighs obtained in order to excel and meet the goals in the spring when weather is not as much a factor.

Commercial Troopers located eight vehicles operating on Nevada's roadways while using dyed fuel. This is a modest increase over the number found last quarter, seven, and it's within the goals as set in the CVSP (Commercial Vehicle Safety Plan). Commercial troopers are continuing to locate and detect dyed fuel violations and have set out to check each vehicle they stop that meets the criteria for dyed fuel.

Central Command Summaries:

School bus inspections decreased during this quarter. This is due to the scheduling of inspections for the semi-annual inspections required of the buses. The majority of buses are inspected during the next quarter.

The number of trucks weighed increased by almost 400%. This is due to the return of the El-dec scales from being repaired. Dyed fuel inspections declined by 11 from the 622 in January. Directed enforcement relating to dyed fuel on secondary roadways resulted in 117 inspections during 120 hours of enforcement.

RATIOS – ACCIDENT AND ENFORCEMENT

INSPECTION / ENFORCEMENT RATIOS	FFY04	09/03
Ratio of inspections and enforcement per staffed Trooper & CVSI position		
* Hazardous moving violations - citations	8:1	10:1
* Other traffic violations - citations	17:1	18:1
Total safety inspections [all levels]	131:1	131:1
* Total safety violations -- citation	52:1	67:
Average safety violations per inspection -- citation	.3:1	.5:1
Total safety violations -- repair order	283:1	259:1
Average safety violations per inspection -- repair order	2:1	3:1
Total vehicles placed "Out of Service"	19:1	17:1
Average vehicles placed OOS per inspection	.1:1	.2:1
Total drivers placed "Out of Service"	8:1	7:1
Average drivers placed OOS per inspection	.06:1	.07:1
Total school buses inspected	37:1	26:1
Total school buses placed "Out of Service"	7:1	8:1
* Total trucks weighed	45:1	71:1
* Total overweight citations	7:1	7:1
* Total dyed fuel inspections	145:1	121:1
* Total dyed fuel citations	.2:1	.3:1
* Commercial sworn only		

SFY04 Performance Indicators	PROJECTED	ACTUALS 7/1/03-12/31/03 SFY04
Ration of commercial vehicles inspected to the number placed "out of service;" Statewide	6.9:1	7.4:1
Number of school buses inspected; Northern Command	571	731
Number of school buses inspected; Central Command	205	130
Number of school buses inspected; Southern Command	1,624	1,219
Ration of all Crashes to number of crashes involving a commercial vehicle Statewide	16.12:1	17:1

Note: The above performance indicators are from the SFY 04/05 Legislative Budget.

UPCOMING EVENTS

Commercial Commanders Meeting

May 24-26, 204 at Boomtown in Reno, NV

Nevada Highway Patrol

555 Wright Way
Carson City, Nevada
89711

Colonel David Hosmer

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STATEWIDE